

THE HAWAIIAN GAZETTE

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THE ADVERTISER'S SEMI-WEEKLY

Honolulu Welcomes You.
Mr. Stone

CALVIN STONE, representing the "Great Northern Pacific Steamship Company," is a visitor in Honolulu, and on behalf of the people of this city, The Advertiser extends a hearty welcome to him for several reasons.

Because of his general personality—on principle he is a booster, and it is a pleasure to have that kind of a man with us;

Because he is an energetic, progressive business man, and the more energetic, progressive business men who come to Honolulu, either for recreation or business, the better for all concerned;

Because he represents an energetic and progressive company, which says that it wants to establish business relations with us, and that is a good kind of a combination to tie up with;

Because just at this time Honolulu is undergoing the unhappy experience of being ground between the upper and nether mill stone, in the shape of one federal law which prohibits foreign ships from carrying passengers between Hawaii and the Pacific Coast; and another which has driven off the route five of the thirteen American steamers which have heretofore been our sole resource.

Mr. Stone, being a hard headed business man, will readily understand that, although this is an unusually good opportunity to enter the steamship field in Hawaii, it is not a "pick up" proposition.

He will find hard headed business men to deal with, who will want to do business on business principles and not on those of sentiment alone.

He will find an exceedingly canny and farsighted business rival on the ground, which has for years successfully devoted its energies to linking to itself by ties of self interest, some of the strongest financial and freight controlling business concerns of the city. By freight contracts and by rendering an excellent and progressive service it has also entrenched itself in the community.

But, after all the difficulties and obstacles are catalogued and scheduled, the outstanding and definite fact remains that Honolulu; its business interests; its social conditions; its military preparedness to do its share in the national defense; its ability to help manifest destiny make Hawaii the great central tourist resort of the Pacific—all these are in vital need of more high class, high powered passenger steamers operating on regular schedules between Hawaii and the Pacific Coast—more particularly to open up direct communication with Los Angeles, the mecca of mainland tourist travel. It is manifest that the passenger steamers must have the backing of some freight, and under local conditions there may be difficulty in switching sufficient freight from its accustomed channels; but "where there is a will there is a way."

The Great Northern says that it needs Honolulu, and we know that Honolulu needs the Great Northern.

If under these circumstances we cannot get together with mutual advantage, it will be because there is something the matter with one party or the other. It is up to Honolulu to show that it is not the off ox.

The people of Honolulu await your propositions, Mr. Stone, with the greatest interest, and will do their level best to make your visit both profitable and pleasant. We hope we can do the former and know we can the latter.

Aloha to you Mr. Stone—which is Hawaiian for "Welcome to our City."

Zeppelin Raids

THERE seems to be quite an appreciable difference of opinion regarding the effects of the German air raids against England. Thus, a few days ago, the wireless despatches quoted Arthur J. Balfour, the first lord of the British admiralty, as stating that neither a soldier nor a sailor of Great Britain had yet been killed or wounded in these raids and that in only one instance was anything approaching military damage done by the Zeppelins. On the other hand, at approximately the same time, the leading German journals were detailing the damage already inflicted upon England by the Zeppelins and urging more frequent and greater raids.

The leaders of the German propaganda call upon the government to send the entire fleet of Zeppelins to the heart of England to create havoc and ruin that cannot soon be forgotten. Perhaps the most fiery demand upon the government is printed in the Tagliche Rundschau.

"Justice, every element of human justice," says this paper, "demands the destruction of London. There is, in the whole world, no better target for aerial attack than the city of London, that gigantic, complex assemblage of lofty, ancient warehouses with their enormous stores of all deceptions and their inviting situation in narrow streets. If only such raids can be repeated again and again the result will be assured."

The Neu te Nachrichten encourages its readers by asserting that London already has been partially destroyed by the Zeppelin raiders and declaring that the remainder is soon to go.

"Our brave air heroes," says the paper, "are not injured by blind hatred or raging anger but a solemn and religious awe at being the chosen instruments of a divine wrath."

"When they see London breaking up in smoke and fire they will live through a thousand lives of immeasurable joy which all at home must envy."

At last the long yearned-for punishment will fall on England and its people."

The British admiralty lord expressed his opinion of the German air raids in a letter responding to the criticism of a correspondent that the British accounts of the raids were meager and lacking in particulars, while the German accounts of the same raids "are quite rich in lurid details."

"The reason," says Mr. Balfour in his letter, "is quite simple. Zeppelins attack under cover of night, and by preference on moonless nights. In such conditions landmarks are elusive, navigation difficult, and errors inevitable, and sometimes of surprising magnitude. The Germans constantly assert, and may sometimes believe, that they dropped bombs on places which in fact they never approached."

"Why make their future voyages easier by telling them where they blundered in the past? Since their errors are our gains, why dissipate them? Let us learn what we can from the enemy, but let us teach him only what we must."

"I am assured by the Home Office that during the last twelve months seventy-one civilian adults and eighteen children have been killed, and that 189 civilian adults and thirty-one children have been injured. Judged by numbers this cumulative result of many successive crimes does not equal the single effort of a submarine to which the unconcealed pride of Germany, and the horror of all the world point, and which sent 1198 unoffending civilians to the bottom in the Lusitania."

"Yet, it is bad enough, and we may well ask what military advantage has been gained at the cost of so much innocent blood."

The Struggle For Riga

TWICE driven back from Riga, once on the land side, when von Hindenburg's cavalry drive failed to carry home, and again on the sea side, when British submarines helped make complete one of the biggest naval victories of the war to date, the Germans are again hammering at the doors of the second Russian port on the Baltic, with the military critics in general agreement that this time the attack will probably be successful.

Riga is the second port for foreign trade on the Baltic, ranking only below Petrograd. Situated eight miles above the mouth of the Dvina, canals bring it into communication with the basins of the Dnieper and the Volga. Railroads bring it into direct touch with the fertile parts of Southern and Southwestern Russia. Lying 366 miles southwest of Petrograd, it is the commercial outlet for a vast part of the interior of the empire.

From the forests of White Russia and Volhynia timber is carried to the great northern mart. From the northwest comes flax, and from West Central Russia hemp and corn. Its industries are well developed, and it contains machine factories, oil mills and breweries. Its exports increased from \$8,750,000 annually in 1880-'90 to from \$40,000,000 to \$70,000,000 in 1901-'05.

Founded in 1158 as a storehouse by a few Bremen merchants, Riga soon came under the domination of the church. In 1190 an Augustinian monk, Meinhard, built a monastery there, and in 1199 Bishop Albert I of Livonia got from Innocent III permission for German merchants to land at the port. The bishop, acting with the Teutonic Knights, soon had complete sway over Riga and the neighboring territory.

But with increased trade the town chafed under the clerical yoke. By the first half of the thirteenth century it had elected its own magistracy and joined the Hanseatic League. In 1253 it refused to recognize the rights of the bishop of the knights. But in 1420 the port fell once more under the bishop's rule, and so remained until the Reformation, in 1566.

In 1547 Sigismund II, King of Poland, seized the town. Its first taste of battle came in 1558, when the Russians burned the suburbs and the ships in the Dvina. When Gottfried Kettler abdicated the mastership of the Teutonic Knights, in 1561, Riga became a Polish possession.

Then, in the seventeenth century, came the real struggle for its control. For nearly a hundred years Sweden, Poland and Russia battled for the Hanseatic port. In 1620 Gustavus Adolphus, King of Sweden, took it from Poland, and defended it successfully against Polish and Russian attack until 1710, when, during the Northern War, it fell to the Czar's forces. In 1796 it was made the capital of Livonia.

The town is divided into four parts. On the right bank of the Dvina lie the old town itself and the Petrograd and Moscow suburbs. On the left bank are the Mitau suburbs. The sides are connected by a floating bridge, which is removed in winter, and by a viaduct 820 feet long.

Riga still shows traces of its Hanseatic days. High storehouses, with deep cellars and spacious granaries, flank the narrow, winding streets. The only open spaces are the market place and two squares. The suburbs, however, contain broad, quiet boulevards, built on the sites of what were once fortifications. The Petrograd suburbs are the seat of the German aristocracy, for Riga's population consists of forty-seven per cent Germans, twenty-five per cent Russians and twenty-three per cent Letts, with a sprinkling of other races.

In one of the public squares stands a granite column, erected in 1818 in commemoration of Napoleon's defeat in 1812. For in that year the French army came close to the Baltic port, and the Russians, fearing its capture, burned the suburbs. The Russians' resistance proved too strong then,

as it proved for the German armies. But the French had no fleet in the gulf to batter the town while the land forces advanced.

Here's a Good Idea

MAYOR LANE'S suggestion that Honolulu should send over to Hilo and get that rock which Kamehameha turned over is a splendid idea and one which he should present to the delegates of the charter convention. As described by the mayor, the rock is eight feet long, four feet wide and three feet thick, which, providing it has not grown since Kamehameha turned it over, gave that monarch a pretty fair lift. The freight on it from its present resting place where Kamehameha left it to the foot of the Kamehameha statue should not be much and could probably be raised by a popular subscription at the next meeting of the recently formed Hawaiian society.

The suggestion concerning the "naha pohaku" opens up a wide range of possibilities. Somewhere along the Puna coast is a footprint made by Kamehameha when he jumped ashore from his canoe. The footprint is less than five feet long, we believe. Why not have that brought to Honolulu? Then, somewhere in Kauai are the pictured rocks of Naa-lehu. Let's have that also. The menhune's tunnel at Kohala, some monoliths from any one of the several places where Kamehameha was born and the Spouting Horn from Kauai would complete the civic center and set off the new federal building excellently. Mayor Lane has started something. Good work.

An ocean is a large body of water filled with salt and torpedoed vessels.

The Governor calls for more action and less talk, to which the Territory responds in one roar: Kokua!

Mr. Newton has not said a great deal about what he intends to do in the matter of a federal building site selection, but what he has said is very satisfactory.

A writer in the San Francisco News-Letter has secured the right name for Wilson's remedy for the Mexican situation. He calls it a "poultice of procrastination."

A kindlier tone is coming in the Canadian press. Thus we find the Vancouver Province advising its readers to be charitable and "hope that the Kaiser will go when he dies to where we all suspect he won't."

Those "reporters who haunted the Pleasanton Hotel" yesterday to interview a honeymooning couple consisted of one reporter from the afternoon paper. He swarmed all over the place, according to his own written report.

Over on Kauai they have started to fine pistol toters twenty-five dollars and costs, with a warning that larger fines will come if the gun men do not lay their ironware away. Again the Garden Island sets the pace for the Territory.

The charter convention has already disposed of the "invisible government" into whose clutches it is someone's (likewise invisible) desire to thrust the fair city of Honolulu. This point having been covered, the next question is to rescue Honolulu from the clutches of the altogether too visible government that has been running things.

The British colonies will play a large part in the naval policy of the Pacific after the war, according to Percival Whithery, one of the leading politicians of New Zealand. A fleet of the combined warships of Australia, New Zealand and Canada will be in being, to include the sister dreadnought cruisers New Zealand and Australia and a dreadnought to be built for Canada, with a large auxiliary fleet. Honolulu will probably see many of these vessels—if they survive the war.

There appears to be somewhat of a mixup in the reports being received regarding the torpedoing of the Allan liner Hesperian. The first despatches stated that the liner was armed and her 4.7-inch tern gun plainly visible, while her arrival at Queenstown was announced. Now it appears that the status of the liner was not that of a naval auxiliary, but a passenger ship, and that she was sunk and did not return to port. Whatever the circumstances, Washington is waiting with the usual dignity for the explanations.

The commander of the submarine which sank the Arabic, having dropped out of sight while the oil of diplomacy was being poured on the troubled waters, has now reappeared with the explanation that he thought the liner was going to attack him and he fired in self-defense. Considering that he has had twenty days to think it over, he might have turned in a better excuse. That's the defense ninety-nine murderers out of every hundred offer. It appears to be decidedly lacking in kultur.

City Attorney Brown is more cheerful about acknowledging his deficiencies than anyone we know, but it is a pity that he cannot discover the weaknesses in his cases before regular and special venues of juries to try them have been called. It is quite all right for Brown to show the white feather in emergencies, but he at least might help keep down the court expenses. Everyone isn't getting easy money, you know, and the average taxpayer appreciates an effort toward economy.

FIRES ON FUJI
FOR ASCENSION

They Burst High From Peak To
Signal Approach of Coronation Ceremony

TOKIO, August 2.—(Correspondence of The Associated Press).—Fires bursting high from the peak of sacred Mount Fuji last night were not volcanic, as some people who had not read the newspapers supposed, but were mere bonfires as a signal to the world of Japan that the great ascension ceremony of Emperor Yoshihito were approaching. The glare of the flames lightened the heavens for a hundred miles and as they soared upward with their message thousand—millions of the faithful were bowed in prayer before their Shinto shrines beseeching happiness for their ruler—content, perfection and greatness for their country.

The rite on Fuji's summit was arranged by Shinto priests and was attended by a large company. It was a religious function, which had no real connection with the official coronation program but was held to inspire the people with the significance and grandeur of the coming ceremony.

After the prayers for the glory of the reign of the Emperor the sacred sake wine was passed from lip to lip and offered to the god of the Shinto shrine.

No Christian Invited

About 150 persons, it is announced, will attend the chief ascension ceremony at Kyoto in November. These will include the representatives of the monarch and presidents of the treaty powers, princes and princesses of the blood, officials of the Shintia rank, the presidents, vice-presidents and members of the Diet, princes, representatives of various peers, as well as a representative of the Shinto and Buddhist religions.

The fact that no representative of Christianity has been invited to the ceremonies has caused a controversy. Doctor Ichiki, minister of education, explained that no Christians in Japan are accorded court rank, while the Buddhists and Shintoists are accorded the rank known as Chokunin. Not in the sense of attaching more importance to the other religions, suggests Doctor Ichiki, but simply because Christianity in Japan has no representative with an official rank.

Not Satisfied With Explanation

Japanese Christians say they are not satisfied with this explanation. They think that the Buddhist and Shinto representatives have been invited not primarily because they hold the rank of Chokunin, but because they represent the Buddhist and Shinto religious organizations. The Christians do not claim that they ought to have a representation in the ceremony, but they argue that when Christianity has

been given freedom of preaching in Japan it will appear strange to foreign nations if they are not given an equal privilege with other religious bodies.

A Japanese pastor of one of the leading Christian churches conferred with Count Okuma about the question, and the premier promised to make an investigation.

Preparations for the ascension are occupying an army of workers. All over the country devout men and women are solemnly and religiously doing their share in the task of getting ready for the great ceremony.

Woodmen Cut Trees

At Kumogabataura, near Kyoto, woodmen cut the trees that will furnish the timbers for one of the halls of the coronation rites. This is the hall in which the ceremony of the dedication of the sacred rice to the imperial ancestors' spirits will be held. The trees were cut down according to the ancient Shinto rites which make this task of felling timbers something of a ceremony in itself.

First the woodmen were purified by Shinto priests. The first tree was then felled with all due solemnity, it was a cry of triumph. The branches were lopped off and these together with the stump were burned as an offering to the god of the wood.

Fifteen monks, attended by leading villagers, dressed in the old fashioned costume of the woodman and carrying fans of the rising sun, will be used to bring the timbers to the site for the hall. The villagers will draw and push these carts themselves, accompanying their labors by the singing of the ancient Kiyari song. One hundred timbers will be brought to Kyoto in this manner.

Rice Specially Selected

Some of the rice offered to the spirits of the imperial ancestors must come from the Yuki rice field, near Nagoya. And while this offering is made, it will be part of the ceremonies to have some of the rustic idyls of the people of the village where the Yuki rice field is located.

To prepare for this feature of the ceremony a court musician is now spending his time in the villages collecting and arranging the rustic melodies of farm life.

PETITIONS TO PRACTISE LAW
FILED IN SUPREME COURT

Applications for admission as practitioners in all the courts of the Territory were filed in the supreme court yesterday by Paul Robinson Bartlett and Howard Connel Grace, both of whom have been admitted to practice law in California. Mr. Bartlett is a former Honolulu newspaper man, who returned here recently after a few years' residence on the mainland, where he studied law. Mr. Grace is an island boy, who graduated recently from a mainland law school.

SOMETHING DEPENDABLE.

Diarrhoea is always more or less prevalent during this weather. Be prepared for it. Chamberlain's Colic, Cholera and Diarrhoea Remedy is prompt and effective. It can always be depended upon. For sale by all dealers. Benson, Smith & Co., Ltd., agents for Hawaii.

SUBMARINE WRECK
SOON TO BE TOWED
TO PEARL HARBOR

Investigation and Cleaning Up
Work On F-4 Likely To
Conclude Tomorrow

Work on clearing out the interior of the submarine F-4 was continued yesterday, but no more bodies were found, and it is certain that the bodies of four members of the crew of the ill-fated under-sea craft, will never be recovered. It is probable that the missing remains fell through the great hole in the submarine's hull.

Seventeen bodies are believed to have been accounted for and with these bodies have been six skulls and fragments of others.

It is expected that the work of cleaning out and investigating will be completed by tomorrow night and it is probable that on Saturday the hull of the F-4 will be taken from the dredge and towed to Pearl Harbor, with the aid of the pontoons with which she was raised from the floor of the ocean.

It is understood that the hull of the wrecked submarine will be scrapped though nothing definite in the regard will be determined until the local board appointed to recommend what disposition shall be made of the hull has sent a written report to Washington.

The engine room has been completely cleaned out and today work will start on the battery room.

Rear-Admiral Clifford A. Bouch has received a report from the board of enquiry which has been investigating the ramming of the submarines F-1, F-2 and F-3 by the United States supply ship Supply last Sunday.

COMMERCIAL CLUB WILL
HAVE SIX NEW MEMBERS

Six applicants for membership to the Commercial Club were approved by the board of governors at a meeting yesterday. The new members are Dr. J. S. K. Pratt, president of the board of health; Walter E. Dillingham, Robert C. McLean, Irvin Spaulding, Alfred W. Eames of Wahiawa and Dr. C. Lindsay of Kahului, Maui. The board was unable to complete inspection of the annual reports and will meet again today in anticipation of the annual meeting of the club Friday evening.

Only one living member of the British peerage is a possessor of the Victoria Cross. He is the earl of Dumbour, whose ancestor, fourth of the line of earls, was governor of New York under George III in 1769.

BOARD OF HEALTH
HAS A MEETING

Three Japanese Physicians Are
Granted Licenses To Practise
Their Profession

A number of business details were attended to by the board of health at a meeting held yesterday, those present being Dr. J. S. B. Pratt, president; commissioners George P. Denison, John L. McKim and Gilbert J. Waller, and Clerk B. Porter, secretary of the board. This was the first meeting of the board attended by Commissioner Waller since his appointment last week by Governor McKim, Mr. Waller succeeding George P. Denison, who resigned.

On the recommendation of the territorial board of medical examiners, Dr. J. Suzuki, Dr. Unpei Shimamoto and Dr. Nubukichi Morimoto, recently arrived Japanese physicians, were licensed to practice medicine and surgery in the Territory.

The board appointed Dr. Russell C. Jentsch as government physician or the district of Hana, Maui.

Killehua Gets Month's Vacation

Cecil Killehua, superintendent of the Kalihui Quarantine Hospital, was granted a month's leave of absence. He wants to visit San Francisco and the Exposition.

Superintendent Killehua has been in the employ of the territorial board of health the past twelve years, and, barring a day or two which he has taken to himself heretofore, he has never had a vacation.

"After he gets back from this month's vacation he will be fit to work another twelve years without missing a day," remarked one of the commissioners.

The board passed a motion ordering that no government physician or board of health agent incur any liability without the approval and sanction of the chief sanitary inspector being first obtained. Government physicians and health agents will be notified by Secretary Porter to this effect.

Still Referred To Hawaii County

The matter came up over a letter received from Chief Sanitary Inspector townman of Hilo in regard to a bill submitted by the Volcano Stables and Transportation Company for transportation of a woman suffering with typhoid fever, and who died later, and a Hawaiian man with a broken leg, both of whom were taken to the Hilo hospital for treatment.

President Pratt told the board that the line of demarcation in regard to the payment of bills of this nature was well established by law. Government physicians treat free of charge all indigent cases where the sick go to the government physician's office or the latter sees the sick at home. The board of health bears the charges in these cases, but when the patient is sent to county hospital all expense in connection therewith must be borne by the county.

MUNICIPAL GARAGE
WILL BE PROPOSED

Purchasing Agent Thinks City
Can Save Money Caring
For Own Autos

Honolulu may have a municipal garage soon. The plan will be proposed to the board of supervisors at its next meeting.

Supervisor Logan and Hollinger are sponsors of the garage. They have enlisted Purchasing Agent Botta to compile data to show that the city could save money by the construction of a building to house its automobiles and wherein they could be repaired at less cost. The data will be ready for the next meeting of the board.

Mr. Botta said yesterday he found that it had cost the city \$9457 in the last six months for the upkeep of its twenty-four automobiles. Forty-five per cent of this was for repairs and he cost for fuel and accessories.

"By the erection of a municipal garage," Mr. Botta said, "the city could save on rent, repairs and accessories. We could buy the fuel and accessories at wholesale, which would be a big item of saving. In compiling his data I find that a number of cities on the mainland have reduced the cost of upkeep per car greatly through the maintenance of municipal garages."

The purchasing agent said he would recommend purchase of light cars wherever possible in the future as another means of keeping down expenses.

KINAU IS OBTAINED
FOR CIVIC DELEGATION

The Inter-Island steamer Kinau has been obtained to carry the delegates of Oahu, Maui and Hawaii to Kauai for the civic convention at Lihue, September 26 and 27. This was announced yesterday morning at a meeting of the general committee of Oahu on the civic convention at the chamber of commerce offices.

The steamer will depart from here Saturday night, July 25, arriving at Kauai early Sunday morning. It will leave Kauai Monday night at eleven o'clock, arriving here early Tuesday morning. The round trip will be \$10.

There is a probability that the Hawaii Promotion Committee will be able to send only one delegate instead of two. A. F. Wall, who was to attend with Secretary Taylor, has found he will be unable to do so. Other members of the committee are similarly situated, so Secretary Taylor may be the only representative.